

UNION LABOR DEPARTMENT

Under the Auspices
of the
OGDEN TRADES ASSEMBLY

Address All Communications to
W. M. PIGGOTT, Editor,
375 Twenty-fourth Street.

THE "DEVIL" WAGON.

It is about time that some restrictions be placed on the drivers of the "devil" wagon, commonly called the "automobile." Last Tuesday night, as I was returning home, when crossing Twenty-sixth street, an auto swung out of Twenty-seventh street onto the west side of Washington street, going north. By the time I was half way between the first and second "phases" of the machine was almost upon me, having turned upon the bicycle track, as though to cross the car tracks, but instead, headed straight for me. By the time I turned out of my way, I had only the margin of a few feet to spare. Now, to be frank, I had a gun with me, but I should certainly have taken a shot at the idiot who held the wheel. Now, this thing of some foot racing at the rate of thirty miles an hour on the wrong side of a dark street, endangering the lives of those who happen to be in the way, must stop. It is a game one is going to run up against a "chunk" of lead. And I don't know but it would be a good thing; for the sooner the community is rid of such brainless persons, the safer our streets will be for decent people. I have no objection to automobiles, but it requires some brains, as well as a good supply of gasoline, to run them safely. Signed, W. M. PIGGOTT.

Murder by Motor-Car.

There has been an epidemic of motor-car murders in the last month. From many parts of the country reports of women, old men, and children run down and maimed or killed by speeding, irresponsible chauffeurs. Little by little, laws and judges are beginning to deal with this menace to a quiet life. On April 15, in the supreme court of New York state, the jury held that the owner of a car is responsible for the chauffeur's acts, and must pay the damages incurred in such of the chauffeur's bursts of speed as cripple pedestrians.

BREAD.

The city attorney of Los Angeles has been directed by the city council of that city to prepare an ordinance regulating the weight of bread. The new ordinance will declare the weight of a loaf shall be thirty-two ounces, and shall be subdivided into quarters, halves, and three-quarters, each bearing a stamp showing the name of the maker and the weight. That is well, but we wonder if the ordinance will also designate the price to be charged for the loaf. It does not matter so much how small or how large the loaf is, but what will be the relative price as compared with what we have been paying? Now it will be a difficult matter for the bakers to succeed in keeping peace with the steady rise in the price of flour, by still cheapening the process of making bread, and at the same time maintaining the size and quality of the loaf. And if Mr. Patten succeeds in "cornering" a few more millions of bushels of wheat, we know they won't. Now, the rise in the price of any commodity above that of the elements will raise them higher than this—has reached this status, then we shall have industrial contentment, and not before.

Laboring men in this country have always been divided in political opinion. Nevertheless there is this modicum of agreement: that the law that remedial legislation should be enacted either for the protection of the American workman or for his relief from some of the statutes as interpreted by the courts.

It would not be at all surprising to find in the future elections that the American workman is acting in greater concert than they have done heretofore.

For instance, the Sherman anti-trust law, which was originally intended to prevent combinations in restraint of trade, to prevent combinations among producers of the necessities of life to prevent monopolies in the products of labor, has now been interpreted by the courts as against the labor unions.

This is indicated by the decision in the case of *Lowe* against the United Hatters of North America. In that decision the labor organization has been declared a combination in restraint of trade. This decision, if applied to all labor organizations, would so hamper them in their perfectly proper functions as to destroy their usefulness in a very large measure.

The use of the writ of injunction is denied in labor disputes, whereby the workmen are refused actions which are of themselves legal and constitutional. It makes it imperative that there be some legal limitation upon the use of the exercise of their equity powers.

These two demands—relief from the abuse of the injunction and exemption from the action of the Sherman anti-trust act—are absolutely essential to the rational development of a trade union movement. And these two are today doing more to cement the interests of the workmen of America into one solid body than any other political question.

If the wage-earners divide their power they will have little to do with the control of political parties. And that would not their power be if they voted as a unit.

While the right to vote is of the greatest possible importance, the control of the political machine by workmen is in a large degree what is necessary. Unfortunately they do not control.

We have allowed men to make a business of controlling political parties. They are exercising that very important political function to our detriment. It seems to me that there are many important indications that workmen who desire the best possible government in the future will take larger interest in the control of the parties of which they are members. This will brighten the future outlook for labor in America. They can take a hand in the disclosures of political plots. And they can determine whether or not they will continue with their present political affiliations.

The best thing for labor in the future will be to have more workmen elected to legislative positions.

The American workmen, for instance, is much interested in the laws relating to child labor than he is concerned with a big navy. He doesn't care whether the United States adds two or four battleships a year to the navy.

LABOR SUNDAY

For several years it has been the custom to observe the second Sunday in May as labor Sunday. This day was set apart by the American Federation of Labor, and ministers of all denominations were requested to deliver sermons on some phase of the labor question; and all laborers; unorganized as well as organized, have been urged to attend these services. This was done with the view of creating a closer and better understood relationship, between the church and the union. It is needless to say here, that almost all the differences between the church and union people, are the result of misunderstandings. Then let us get closer together, and make acquainted, exchange ideas often; look more after each other's welfare, and exhibit more charity for each other, and we will see the wide gulf that has separated us in the past, narrow down to practically nothing. Now, notwithstanding the fact that the Ogden Ministerial association's delegates were denied seats in the State Federation convention, nothing daunted, and showing a true Christian spirit and as though nothing had happened, they have gone right ahead with their plans for an entertainment. Now, if we don't attend, we will simply show ourselves as being unappreciative, and not following very closely the teachings of unionism. Come, brethren, let us show ourselves to be men among men, and above the little things, the pettishness of childhood; and show our appreciation of the efforts being put forth by the ministers to meet us, at least half way. The

unions have been appointed to the various churches as follows:

To First Congregational Church. The Brick and Stone Masons, the Cigar-makers, the Boiler-makers, the Railway Carmen, the Street Railway Employees, and the Cooks and Waiters' Union.

To the Methodist Church. The Musicians, the Barbers, the Sheet Metal Workers, the Painters and Paperhangers, the Order of Railway Conductors, the Auxiliary O. R. C., the Mail Clerks.

To the Presbyterian Church. The Carpenters, the Typographical, the Electricians, the Brewers, the Sheet Metal Workers and the Hod Carriers' Union.

To the Baptist Church. The P. R. Blacksmiths, the Locomotive Firemen, the R. E. Machinists, the Team Drivers' Union, the Ladies' Auxiliary to Locomotive Firemen, and the United Garment Workers' Union.

To all who are not members of any union, we extend a cordial invitation to attend some church of your own selection, and we assure you a sincere welcome.

If any unions have been omitted from these lists, it is due to the incompleteness of the directory. Come, you are welcome.

JOHN MITCHELL'S REVIEW OF LABOR SITUATION

Trade Agreement Will Become Recognized—Industrial Peace Will Be Maintained.

BY JOHN MITCHELL.

Second Vice-President American Federation of Labor and chairman of trade agreement department, National City Federation.

What is the future of American labor? What is the ideal condition of the American workman? When shall we reach this?

I have been asked to say something in answer to these questions. They are not hard to answer. But to fulfill them in the ideal way is quite another matter.

Briefly, let me say, the ideal future of American labor concerns the ideal future of the average workman. He has before his eyes a certain definite social and industrial status. He wants to reach it.

The American workman wants an eight-hour day. He wants a half holiday every Sunday. He wants a Sunday of rest and recreation. He wants a home. He wants comfortable surroundings. He wants an income sufficient to clothe his family and feed them. He wants to educate his children. And aside from that he wants an income that will give him the ability to be enough to provide for maintaining him in sickness and old age.

That is the ideal of every average workman. When every average workman is not speaking of workmen those who are not speaking of workmen, but of the necessities of life, then we shall have reached this status, then we shall have industrial contentment, and not before.

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We have allowed men to make a business of controlling political parties. They are exercising that very important political function to our detriment. It seems to me that there are many important indications that workmen who desire the best possible government in the future will take larger interest in the control of the parties of which they are members. This will brighten the future outlook for labor in America. They can take a hand in the disclosures of political plots. And they can determine whether or not they will continue with their present political affiliations.

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The American workmen, for instance, is much interested in the laws relating to child labor than he is concerned with a big navy. He doesn't care whether the United States adds two or four battleships a year to the navy.

As a whole the American workmen are opposed to a large standing army. The large army is an unnecessary expense and has no real use. On the question of a larger navy there might be a real difference of opinion. The abstract proposition is that we are opposed to other nations with large navies, and so we must have one. This is the opinion of many workmen.

On the other hand, the question of a raise of wage is a vital one. As a general proposition, in all mechanical pursuits wages have not been raised. True, wages have been raised in instances, but as a general rule employment conditions are not voluntarily improved by employers. Yet wages have been raised and conditions of employment have been improved. Why? Because of the efforts of organized wage-earners.

This is no reflection at all upon employers, for they have not taken the initiative in these movements for the increase of wages among employees. As a matter of fact a considerate and humane employer, who desires to establish more humane conditions of employment, is deterred from so doing because of the attitude of his conservative and reactionary employers.

In a competitive industry, as, for example, the newspaper publishers, one employer cannot pay larger wages than another. If he does so he will be at a disadvantage in competition with less considerate employers. Of ten the best employer is forced to maintain the same conditions as the worst employer in the same industry, or sacrifice his business.

Under these circumstances the trade union, with its uniform wage scale, serves not only the interests of men who labor by requiring the inconsiderate and grasping employer to pay a wage as is demanded from the best employer, but it also protects the interests of the good employer.

Labor unions in the United States, despite the opposition of open foes or professing friends, will go forward to a greater degree in the future than they have in the past. The men who labor are going to take a stronger interest in labor unions than ever they have before. My best judgment is that the time will come when all the skilled unskilled laboring men of the United States will be enrolled as members of some trade union.

On the other hand, I firmly believe, with equal sincerity, that the employers of each industrial division will be organized in employers' associations. The purpose of these employers' associations will be to establish and maintain trade relations with their assisting workmen.

Then the trade agreement, which now exists in many industries as, for instance, the newspaper industry, will become a recognized and established process through which industrial peace and industrial righteousness will be maintained in this country.

American workmen are not inconsiderate of the interests of their employers. The whole future, the prosperity of America depends as much upon the workman as a consumer as on the workman as a producer. Too many employers in America believe that our future depends upon production at a cost sufficiently low to enable them to market their products abroad, the best market in the world for us is at home. This market will be increased or decreased just as the purchasing power of the average American workman is increased or decreased.

Take the man who is working at a wage that enables him only to purchase the absolute necessities of life. He adds less to the wealth of the country than the man who is able to provide himself with the reasonable comforts of life.

Add 25 cents a day to the wages of all the workmen of America and you will give us more riches than the Astors or the Vanderbilts possess.

Give the American workman the power to buy pictures, music, books and you add to the wealth of the nation.

High wages are necessary to the development of American industrial life in the future; and not only that, but the educational life. The greater the consumption of the comforts of life—not the luxuries—the higher the standard of the American man, and by that I mean the American workman.

SMOOT IS FOR HIS STATE

He Defends One of the Great Industries of Utah

Washington, May 8.—As soon as the tariff bill was taken up by the senate today and section 180, putting a duty of two and one-eighth cents per pound on pig lead was read, Senator Bristow arose to oppose the increase from one and one-half to a pound, as provided in the house bill, saying the increased rate would make it equal to the rate of the Dingley bill. Mr. Bristow read from tariff hearings held by the ways and means committee to show that it was there contended that the increased rate would cause a large increase in duties on other ingredients that are used in making paint. He argued that the house has been judicious in its action.

"It makes no difference what the house did from time to time," said Mr. Aldrich. "We are here to do justice to this industry in view of the facts of this case." He added that Mr. Leishberger, from whose testimony Mr. Bristow read, was trying to break down the whole lead schedule.

"The fact states that the witness is the important thing," interposed Mr. Beveridge, "and it makes no difference what his personal views are on the tariff or on airplanes. We are here to know the facts and if Mr. Leishberger's testimony is not true, we should know it."

Mr. Smoot remarked that Mr. Leishberger was a smelterman and a purchaser of lead, and Mr. Bristow retorted by declaring:

"The purchaser of lead has some rights as well as the men who have lead for sale."

Mr. Bristow contended that the dif-

SHORT LINE RAILROAD SQUEALS

Sends a Tricky Letter to Every Voter in Ogden Trying to Deceive Each Into Believing They Offer as Good Rates as Did the Rio Grande and Western Pacific Railroads—Ogden Wants the Same Rates Granted to Salt Lake City—Denver & Rio Grande Gives Them, Short Line Refuses

President A. R. Heywood, of the Weber Club and William Glasmann, president of the Four-State Fair, are making an interesting fight for a square deal for Ogden in their effort to secure excursion rates as cheap as Salt Lake City receives. The general passenger agent of the Short Line on the run. He feels his case is so hopeless that he finds it necessary to write letters to every voter in Ogden. The Standard and Examiner reach eight thousand people and to send a letter to each of those costs \$160 in postage stamps alone and as much more in labor and stationery, or \$320. It will be seen that to expend such a sum of money indicates that either Mr. Glasmann or Mr. Heywood or both have pricked the tough hide of the Short Line passenger agent. This paper offered Mr. D. E. Burley free space to tell his story of the DISCRIMINATION he practices against Ogden, but he preferred to spend \$220 for what he could get for nothing. Why? Did he think would successfully answer him if he told his story in this paper? Was that why he preferred to spend \$220? Yes, that was it. Here is the letter he sent to the 8,000 readers of the Standard and Examiner. It was sent out for the express purpose of putting the wool over the eyes of the Ogden people and for no other purpose.

The Smooth Burley Letter.

"Salt Lake City, Utah, April 9, 1909. 'Inter-Mountain Four-State Fair, Mr. Wm. Glasmann, Pres. Inter-Mountain Four-State Fair, Ogden, Utah. Dear Sir:

"Answering your favor of the 8th inst. in which you refer to my letter No. A 597, dated April. My carbon copy shows date April 6th.

"My letter of April 6th, which you evidently refer to, quotes rates from Oregon Short Line points, which will be pleased to authorize for your fair, and to make no mistake as to your being advised on the subject, I am sending you herewith a copy of that letter.

"In your dual position as President of the Fair, and as Business Manager of the Standard Publishing Company, in the agitation which you have inspired regarding rates, you purpose to ignore the fact entirely that our rates, based on 2c a mile, are the same as are authorized for the Fair, and only in Utah, but for similar state fairs in Idaho and Montana, respectively. You also purpose to ignore the fact that our 2c rate is the same basis per mile as is authorized by the Denver & Rio Grande, San Pedro and Western Pacific lines, their local rates being 1c per mile, while ours is 2c.

"While you may not be advised on the subject, the fact of the matter is that none of the lines west of Chicago, and I question if any of them east of there, with the exception of the New York Central, the Ogden Fair charter have a 2c local fare between New York and Albany, have in effect, or grant, as favorable rates, local round trip, or excursion, as we have in effect on our line at the present time.

"As advised in my letter of the 6th inst. to the Board of Directors, we are agreeable to authorizing same rate from Utah points east of Ogden, also Wyoming, as far east as Evanston. Whether they would want to extend these rates over to Rawlins or not, as you request, I cannot say. Suggest you write the Board of Directors, Mr. E. L. Lomax, General Passenger Agent, Union Pacific R. Co., Omaha, Neb., direct.

"We also advised in our letter of the 6th inst. that we would take up with the Southern Pacific the question of rates from Nevada, which we have done, and will advise you fully on the subject just as soon as we hear from them. Yours truly, (Signed) D. E. Burley."

What is the object of this letter? The third paragraph tells the story. Mr. Burley writes the Ogden people to believe that he is giving Ogden as good a rate as is the Denver & Rio Grande. If we were to take into consideration, only the price per mile it would be the same per mile.

The Weber Club, the Chamber of Commerce, the Board of Merchants, the Ogden and the Four-State Fair officials all have asked the railroads to

ferential provided by the duty recommended by the committee on finance on pig lead was greater than the cost of smelting and unwarranted.

The reading of the testimony of Mr. Brush of the American Smelting and Refining company provoked colloquies among senators, during which Senators Smoot and Smith (Michigan) suggested that he was influenced by his Mexican interests and by the interests of his business, so that his testimony should not be taken as satisfactory.

Mr. Smoot declared that he knew Mr. Brush and had every confidence, he said, in anything he might say. He was liable to be affected in his views, he said, and in his opinions by his interests as all men are, but he added, "Whatever he says whether or not under oath, I am certain he says what he honestly believes."

Cab Hire.

The price that one pays for a taxi today is just a little different from what was paid for, say, the hire of a sedan chair in days of old. In the domestic accounts of "Misses Nell Gwyn" we read: "For chaireing you to Mrs. Knights' and to Mrs. Cassell's and to Mrs. Church's and to Mrs. Knight's, 4s. For chaireing you yesterday and waiting 11 hours, 11s. 6d." Paid thirteenth October, 1675.—London Chronicle.

To Keep the Iron Handle Cool.

In making iron holders slip a little piece of asbestos between the outside and the filling. This will absolutely prevent burning through the holder, and the holder will last twice as long.

Denver, May 9.—The Denver bowling team tonight rolled a score of 3107 in a telegraphic match against Salt Lake City. The scores of the three games

grant to the Ogden Four-State Fair the same rates each road grants to Salt Lake City for conference and G. A. R. excursions this year three times. The Denver & Rio Grande and the Western Pacific railroads responded that they gave Salt Lake City a one-price one-way for the round trip, and that the Four-State Fair should have the same rate. The Oregon Short Line responded that they gave Salt Lake City a one-price one-way for the round trip, and that they gave Ogden a one-price one-way for the round trip, but that Ogden would have to pay one price and a third, or 33 per cent more than the rates Salt Lake City received. That is the truth about the matter and the letter sent out by Mr. Burley is cleverly written for the purpose of deceiving the Ogden people. But hundreds of people have called us up by phone and sent their letters to this office, saying that they had read the whole explanation of this matter in last Sunday's Examiner and that they were with Mr. Glasmann, that the Short Line letters don't fool them a little bit.

Here is the article published last Sunday. It tells the whole story and shows that the Oregon Short Line general passenger agent is smooth, but not smooth enough to fool all the Ogden people.

Read this story from Sunday's paper and then ask for the same rate Salt Lake City receives—nothing more, nothing less.

From Sunday's Examiner.

This paper has of late been asked many times if it were true that the Oregon Short Line had offered the Four-State Fair just as low a rate as had been offered by the Denver & Rio Grande railway. It is claimed that the Oregon Short Line people assert they have offered just as low a rate for the Four-State Fair as was given by the Denver & Rio Grande railway and the Western Pacific railroad.

This paper has made an investigation and finds the statement is not true. First of all, the Four-State Fair asked all the railroads entering Ogden to give Ogden, for the week beginning September 6, the same rate such railroads give Salt Lake City for conference and G. A. R. excursions. The Rio Grande people responded promptly by saying that their road gave Salt Lake City a one-price one-way for the round trip, and that they did not intend to discriminate against Ogden, would give Ogden the same rate for the Inter-Mountain Four-State Fair in Utah and Nevada.

The Oregon Short Line general passenger agent responded, after much delay and evasion, to the effect that the Oregon Short Line could not give Ogden the same rate they gave Salt Lake City for conference and G. A. R. excursions, but would give Ogden a four-cent per mile one-way rate for the round trip, or one cent per mile more than the same road charges on Salt Lake City excursions.

In other words, Salt Lake can get a rate 33 1/3 per cent better from the Oregon Short Line than Ogden can, while the Rio Grande railroad gives Ogden exactly the rate it gives to Salt Lake City.

Now comes the Oregon Short Line and says that the Rio Grande charges four cents per mile regular fare each way, while the Oregon Short Line charges only three cents per mile each way regular rates, and that when the Rio Grande gives Ogden its one price for the round trip, it is equal per mile to the Short Line's one and one-third rate, as in each case it would be four cents per mile.

Now, if it is true that the Rio Grande's regular rate is four cents per mile or 8 cents for a round trip, and the Short Line's regular rate is three cents per mile one way or six cents per mile the round trip, then one-half of the Rio Grande rate would be the same per mile as a 1-1/3 rate for the round trip, or four cents. We deny that the Rio Grande charges four cents per mile regular rates. It may do so in some instances, but let us admit that it does charge four cents per mile and that it gives Salt Lake City conference a half rate or two cents a mile each way, and the Rio Grande discriminates against Ogden? No; it gives Ogden an equal chance with Salt Lake City. That is all Ogden asks. The Short Line, however, charges Salt Lake City one-half of its three-cents-

per-mile rate each way, or three cents per mile one way for the round trip. But it then turns to Ogden and says: "You Ogden people are not quite as good as Salt Lake City people, and for that reason we give you the Salt Lake rate plus 33 1/3 per cent."

That is what the Short Line has done, and when Ogden complains of this unfair treatment, the Short Line officers say, "Why, our price and one-third is just the same per mile as the Rio Grande single price—both are four cents."

Ogden answers back, "We don't care what the Rio Grande charges us so long as Ogden gets the same rate per mile that Salt Lake City gets. The Rio Grande gives Ogden just the same rates it gives to Salt Lake City, which the Short Line refuses to do."

The Short Line people, however, are trying to pull the wool over the eyes of Ogden people, as the prices charged by the Rio Grande people are not four cents per mile by any means. In some cases it may be even more, but a few isolated cases should not be used for the purpose of misrepresenting the whole matter. As a matter of fact, it does not make any difference what any road charges in this case, as the Rio Grande gives Ogden the prices as they would be at four cents per mile.

But to show that the Short Line people do not tell the whole truth, we publish herewith a statement of actual and regular rates charged by the Rio Grande from Marysville, the terminus of the southern branch, to Ogden, Utah.

The first column of figures gives the regular prices for tickets; the second column gives the miles from Ogden; the third column gives the prices as they would be at four cents per mile; the fourth column gives the prices as they would be at three cents per mile.

We find the Richfield rate one way is only \$6.35, just a fraction over 3 cents per mile. Mantli, 161 miles, is less than 3 cents per mile, for a ticket from Mantli, 161 miles, is only \$4.65, while at 3 cents it would be \$4.83. From Heber City it is only \$5.60, which is less than 3 cents a mile.

The rate from Lehi is just a fraction over 3-1/2 cents. The Brigham Junction rate is just 3-1/4 cents per mile, while the rate from Ogden is a little less than 3-1/4 cents per mile.

We did not seek the rates from the Juab county mining camps, as the Rio Grande has a very expensive piece of road in that county and would be justified in charging 4 cents per mile in that section.

Now the foregoing tells the whole story of the Oregon Short Line trying to fool the Ogden and Weber county people into the belief that it is doing as well by them as any other road.

If the Short Line were to make the G. A. R. and conference excursion rates to Salt Lake City the same price per mile it charges Ogden, then the people of this part of the country will have no complaint. Our people ask for the same price per mile that is granted the Short Line. The Rio Grande has granted the rate the Short Line refuses to do so. Any effort of the Short Line to play for sympathy among our people should be resented.

The people generally should give the railroad to understand that the best rates are wanted by the whole people of Ogden and not alone by those in charge of the fair association. The officers of the fair association are only the representatives of the people—nothing more.

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If the Short Line were to make the G. A. R. and conference excursion rates to Salt Lake City the same price per mile it charges Ogden, then the people of this part of the country will have no complaint. Our people ask for the same price per mile that is granted the Short Line. The Rio Grande has granted the rate the Short Line refuses to do so. Any effort of the Short Line to play for sympathy among our people should be resented.

The people generally should give the railroad to understand that the best rates are wanted by the whole people of Ogden and not alone by those in charge of the fair association. The officers of the fair association are only the representatives of the people—nothing more.

We find the Richfield rate one way is only \$6.35, just a fraction over 3 cents per mile. Mantli, 161 miles, is less than 3 cents per mile, for a ticket from Mantli, 161 miles, is only \$4.65, while at 3 cents it would be \$4.83. From Heber City it is only \$5.60, which is less than 3 cents a mile.

The rate from Lehi is just a fraction over 3-1/2 cents. The Brigham Junction rate is just 3-1/4 cents per mile, while the rate from Ogden is a little less than 3-1/4 cents per mile.

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